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## 2 MITIGATION MONITORING PROGRAM

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### INTRODUCTION

This chapter presents the Mitigation and Monitoring Program for the Lodi ProStyle Sports Complex Project. The purpose of placing the mitigation Monitoring Program at the front of the EIR is to make clear to the reader the responsibilities in implementing this project. The mitigation measures listed herein are required by law or regulation; are adopted by the City as part of the Project; or are recommended by the authors.

Mitigation is defined by the California Environmental Quality Act (CEQA) as a measure which:

- Avoids the impact altogether by not taking a certain action or parts of an action.
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment.
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the Project.
- Compensates for the impact by replacing or providing substitute resources or environments.

Mitigation measures discussed below have been identified in Chapter 4, Affected Environment and Environmental Consequences, as feasible and effective in mitigating Project-related environmental impacts. The effectiveness of each measure is identified in this Chapter and discussed in detail in Chapter 4.

### Legal Basis

#### ***Overriding Considerations***

If the City certifies the Final EIR, the City will make the final decision regarding the approval of the Lodi ProStyle Sports Complex, and the Notice of Determination will be filed. At the time of considering approval of the project, the City must consider the information presented in the Final EIR. Because the project has significant, unavoidable environmental impacts, the City must find that the benefits of the project outweigh the environmental effects before it may approve the project. This is called a Statement of Overriding Considerations and it must be included in the record of project approval (CEQA Guidelines 15093). The Statement of Overriding Considerations is a written statement, based on substantial evidence, explaining why the Lead Agency will accept the project with significant effects.

#### ***Mitigation and Monitoring Program***

The legal basis for the development and implementation of a Mitigation and Monitoring Program lies within CEQA. CEQA Sections 21002 and 21002.1 state:

- Public agencies are not to approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects; and
- Each public agency shall mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so.
- CEQA Section 21081.6 further requires that: the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.
- The monitoring program must be adopted when a public agency makes its findings under CEQA so that the program can be made a condition of project approval in order to mitigate significant effects on the environment. The program must be designed to ensure compliance with mitigation measures during project implementation to mitigate or avoid significant environmental effects.

## Program Implementation and Monitoring

Each mitigation measure is described in the following format:

<b>Description</b>	The description of the mitigation measures
<b>Mitigation Level</b>	The level to which the impact is anticipated to be mitigated.
<b>Lead Agency</b>	The agency or individual that has the responsibility for ensuring that the measure is carried out
<b>Implementing Agency</b>	The agency or individual that has the responsibility for implementing or performing the measure.
<b>Monitoring Agency</b>	The public agency that has the responsibility for monitoring to ensure that the mitigation measure is effective in mitigating the impact.
<b>Timing</b>	The appropriate points in time at which the mitigation measure is to be initiated and completed.

### ***Implementation***

The City shall be responsible for overall implementation and administration of the Mitigation and Monitoring Program for the Project. The City shall designate a staff person to serve as coordinator of all mitigation monitoring among the various government agencies, construction contractors, and interested residents. This person (Coordinator) will oversee all mitigation measures and ensure they are completed to the standards specified in the EIR and will ensure that the mitigation measures are completed in a timely manner. They will also be responsible for the Mitigation Monitoring Checklist.

Duties of the Coordinator include the following:

- Coordinate with applicable agencies that have mitigation monitoring and reporting responsibility;

- Coordinate activities with the construction manager;
- Coordinate activities of all in-field monitors;
- Develop a work plan and schedule for monitoring activities;
- Coordinate activities of consultants hired by the developer when such expertise and qualifications are necessary;
- Conduct routine inspections and reporting activities;
- Plan checks;
- Assure follow-up and response to citizen inquiries and complaints;
- Develop, maintain, and compile Verification Report Forms
- Maintain the Mitigation Monitoring Checklist or other suitable mitigation compliance summary; and
- Coordinate and assure implementation of corrective actions or enforcement measures, as needed.

### ***Mitigation Monitoring***

The implementation of mitigation measures shall be monitored at two levels. The first level of monitoring is done through the use of a Verification Report. This report is to be completed for each mitigation measure by the in-field monitor, responsible agency, or construction manager (whichever is appropriate for the given action and mitigation measure). Frequency of report completion will vary based on the type of mitigation measure. For example, measures that require modification of final design drawings will only require that the Verification Report be completed at the time the Final drawings are completed and again when they are approved. However, in-field monitoring for activities such as construction may require that a Verification Report be completed daily.

Once a mitigation measure has been completed and the measure needs no further monitoring or follow-up, the in-field monitor, responsible agency, or construction manager shall notify the Coordinator that the measure has been completed. This notification shall be done by sending a final Verification Report. The Coordinator shall be responsible for collecting and maintaining completed Verification Reports. Copies of these reports shall be maintained by the City.

If the in-field monitor, responsible agency, or construction manager determined that non-compliance has occurred, a written notice shall be delivered to the Coordinator describing the non-compliance and requiring compliance within a specified period of time. If non-compliance still exists at the expiration of the specified period of time, construction may be halted and fines may be imposed upon the party responsible for implementation, at the discretion of the City.

The second level of monitoring shall be done through the completion of the Mitigation Monitoring Checklist. The purpose of the Checklist is to provide a summary of the status of adopted mitigation measures for the City, other public officials, and concerned citizens. The Coordinator shall update the Checklist twice a year. (two times a year). The Coordinator shall update the Checklist by reviewing the Verification Reports and contacting the in-field monitors, responsible agencies, and the construction manager to

review the status of their respective mitigation measures. A copy of the most current Mitigation Monitoring Checklist shall be maintained at the Planning Department.

### ***Mitigation Monitoring Status Reporting***

The City shall compile a Mitigation Monitoring Status report on an annual basis. The report shall be prepared by the Coordinator and contain the following:

- Mitigation Monitoring Checklist to provide the status of every mitigation measure;
- List of completed mitigation measures;
- List of all non-compliance incidences, with action taken or required;
- Evaluation of the effectiveness of the mitigation measures;
- Recommendations for modifications to the Mitigation and Monitoring Program to improve effectiveness; and
- Required modifications to the Mitigation and Monitoring Program to comply with legislation and policies adopted in the previous year (e.g. newly listed threatened species).

The Report shall be presented and discussed at a meeting of the City Council. The meeting shall be noticed in local newspapers and shall be open to the public. The meeting shall be open for the public to speak and present written evidence as to the effectiveness of mitigation measures.

## **PROJECT MITIGATION MEASURES**

This section presents a listing and description of the recommended mitigation measures that avoid or minimize potential environmental impacts.

### **4.1-1 Agricultural Land**

**Description:** Funded by ProStyle Sports, the City of Lodi should purchase an equal acreage of land to compensate for the loss of acreage by the proposed buildings, parking lots, and roads of the ProStyle facility. In coordination with the White Slough Wastewater Master Plan, this agricultural land (at least a portion (210 acres) of the agricultural land) should be used to accept discharged biosolids and industrial effluent that was once discharged onto the ProStyle Sports Complex site. Implementation of this mitigation measure would reduce the impact to a less than significant level.

**Mitigation Level:** Less than Significant

**Lead Agency:** City of Lodi

**Implementing Agency:** City of Lodi

**Monitoring Agency:** City of Lodi

**Timing:** Prior to the start of project construction.

#### **4.1-2 Zoning and General Plan Compliance**

**Description:** The Project parcel would need to be rezoned to accommodate commercial land uses. Facilities at the Project Site would need to be situated to comply with the airpark's zone of influence. Implementation of this mitigation measure would reduce the impact to a less than significant level.

**Mitigation Level:** Less than Significant

**Lead Agency:** City of Lodi

**Implementing Agency:** City of Lodi

**Monitoring Agency:** City of Lodi

**Timing:** Prior to the start of project construction.

#### **4.1-3 Land Use Compatibility**

**Description:** A land use buffer should be incorporated into the design of the facility to reduce possible conflicts from adjacent agricultural uses. The aquatic center should be fully enclosed to avoid effects of crop dusting spray drift on pool water.

**Mitigation Level:** Less than Significant

**Lead Agency:** City of Lodi

**Implementing Agency:** ProStyle Sports

**Monitoring Agency:** City of Lodi

**Timing:** Prior to the start of project construction.

#### **4.2-3 Liquefaction**

**Description:** All Project structures shall be constructed in compliance with seismic requirements stipulated by the Uniform Building Code for Seismic Zone 3 applicable at the time of construction.

**Mitigation Level:** Less than Significant

**Lead Agency:** City of Lodi

**Implementing Agency:** ProStyle Sports

**Monitoring Agency:** City of Lodi

**Timing:** Prior to project facility construction.

#### 4.2-4 Ground Shaking

<b>Description:</b>	All Project structures shall be constructed in compliance with seismic requirements stipulated by the Uniform Building Code for Seismic Zone 3 applicable at the time of construction.
<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	ProStyle Sports
<b>Monitoring Agency:</b>	City of Lodi
<b>Timing:</b>	Prior to project facility construction.

#### 4.2-6 Expansive Soils

<b>Description:</b>	<p>As part of the building permit, ProStyle Sports will retain a registered geotechnical engineer to conduct a detailed, facility-specific soil analysis to determine the location of expansive soils. Where expansive soils are present, the following standard engineering methods shall be used to reduce or eliminate potential impacts from expansive soils:</p> <ol style="list-style-type: none"><li>1) Removal of native soil and replacement with an engineered fill material that is not prone to shrinking and swelling.</li><li>2) Soil stabilization, such as lime treatment, to alter soil properties to reduce shrink-swell potential to an acceptable level.</li><li>3) Deepening footings or other support structures in the expansive soil to a depth where soil moisture fluctuation is minimized.</li></ol>
<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	ProStyle Sports
<b>Monitoring Agency:</b>	City of Lodi
<b>Timing:</b>	Prior to project facility construction.

#### 4.3-1 Reclaimed Water and Biosolid Disposal

<b>Description:</b>	The City of Lodi is preparing a Wastewater Master Plan, which develops feasible alternatives for wastewater and biosolid disposal to accommodate projected future growth in the City of Lodi. These alternatives take into consideration the possible changes in disposal options with the development of the project.
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The City of Lodi will insure that reclaimed water and biosolids, which must be disposed elsewhere as a result of the project, will be handled in a manner to insure protection of surface and groundwater quality and to insure compliance with existing regulations for the protection of surface and groundwater quality. The City shall obtain up to 210 acres of agricultural land that is or will be within the City limits for biosolid disposal to compensate for the biosolid disposal land to be used for the ProStyle Sports Complex. Plans to properly dispose of the wastewater must be approved by the City prior to Project construction.

**Mitigation Level:** Less than Significant  
**Lead Agency:** City of Lodi  
**Implementing Agency:** City of Lodi  
**Monitoring Agency:** City of Lodi  
**Timing:** Prior to project construction.

#### **4.4-1b Water Reclamation and Reuse for Fire Protection**

**Description:** The applicant shall:

- Prepare an Engineering Report according to the California Department of Health Services' *Guidelines for the Preparation of an Engineering Report for the Production, Distribution and Use of Recycled Water*.
- The City of Lodi shall submit the Engineering Report for review to the California Department of Health Services, the Central Valley Regional Water Quality Control Board (Central Valley Regional Board), San Joaquin County Public Health Services, the City of Lodi Fire Department and the Delta and Woodbridge Fire Protection Districts.

**Mitigation Level:** Less than Significant  
**Lead Agency:** City of Lodi  
**Implementing Agency:** ProStyle Sports  
**Monitoring Agency:** City of Lodi  
**Timing:** Prior to project construction.

#### **4.4-2 Hazardous Materials and Hazardous Waste**

**Description:** The applicant shall:



- Update the zone of vulnerability analysis of the Risk Management Plan to address the new land use at the proposed ProStyle Sports Complex.
- Modify the emergency response component of the Risk Management Plan to reflect the change of land use at the project site.
- The City of Lodi shall submit the revised Risk Management Plan to the San Joaquin County Office of Emergency Services for review and approval.

An alternative approach would be to change the effluent disinfection system from a chlorine gas/sulfur dioxide system to a sodium hypochlorite/sodium bisulfite system. The City is currently considering this change, which will eliminate the risk of chlorine and sulfur dioxide gas emissions. Sodium hypochlorite and sodium bisulfite are hazardous liquids, so the following measures would have to be implemented:

- Chemical storage tanks would be equipped with secondary containment to prevent spills
- The Hazardous Materials Management Plan for the White Slough Pollution Control Facility would be updated to include storage information and site plans for the new chemical storage facilities. The plan update would be in compliance with Federal and State regulations intended to assure the safe handling of hazardous materials and the protection of workers, the public and the environment.

<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	City of Lodi
<b>Monitoring Agency:</b>	San Joaquin County Office of Emergency Services
<b>Timing:</b>	Prior to project construction

#### **4.4-4 Vector Control**

**Description:** The City of Lodi shall amend the White Slough Pollution Control Facility's NPDES permit to incorporate design criteria that minimize the potential for irrigation to create mosquito habitat. The ProStyle Sports project shall implement the criteria in their final designs.

Retention basins shall be sized and located so as not to encourage ponding and attract vectors, and yet prevent runoff from the site. Proper location of these basins, proper depth to discourage long-

term ponding, and planned irrigation procedures will ensure that retention ponding is minimized.

<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	City of Lodi and ProStyle Sports
<b>Monitoring Agency:</b>	Central Valley Regional Water Quality Control Board
<b>Timing:</b>	Prior to project construction

#### **4.4-5 Airport Safety**

<b>Description:</b>	A land use buffer should be incorporated into the design of the facility to increase the distance between the residential area of the proposed project and the surrounding agricultural land use, where aircraft are used to spray crops. The aquatic center should be fully enclosed to avoid effects of spray drift from aircraft on pool water.
<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	ProStyle Sports
<b>Monitoring Agency:</b>	City of Lodi
<b>Timing:</b>	During operation.

#### **4.5-1 Loss of Individuals and Habitat of Endangered, Threatened, and Rare Species**

<b>Description:</b>	<p>The San Joaquin County Multi-species Habitat Conservation and Open Space Plan (SJMSCP) was approved and adopted by all parties including the City of Lodi. Mitigation for loss of Giant Garter Snake and Swainson's hawk habitat according to the SJMSCP is listed below.</p> <p>Giant Garter Snake (Section 5.2.4.8, SJMSCP) - Construction shall occur during the active period for the snake, between May 1 and October 1. Between October 2 and April 30, the Joint Powers Authority (JPA) shall determine if additional measures are necessary to minimize and avoid take. Vegetation clearing is limited to 200 feet on the banks of potential aquatic habitat to the minimal area necessary. Heavy equipment within 200 feet of the aquatic habitat is confined to existing roadways. Construction personnel training on giant garter snake is required prior to construction commencement. Retained irrigation ditches shall be fenced, with limited access and buffers to maintain water quality.</p>
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Pre-construction surveys shall occur within 24-hours of ground disturbance. Capture and removal of any giant garter snakes on site will be conducted in accordance with USFWS protocol.

Swainson's Hawk (Section 5.2.4.11, SJMSCP) - The Project Proponent has the option of retaining known or potential Swainson's hawk nest trees or removing the nest trees. If nest trees are retained and become occupied during construction activities, all construction shall remain a distance of two times the dripline of the tree, measured from the nest. If nest trees are removed, they may be removed between September 1 and February 15, when the nests are unoccupied.

Pre-construction surveys for species potentially inhabiting the site shall occur within 60 days of construction commencement. If species are found and require relocation, efforts to relocate the species shall comply with Section 5.2.5.1 of the SJMSCP. Compensatory mitigation includes off-site preservation of giant garter snake and Swainson's hawk habitat at a ratio of 1:1 acre, according to SJMSCP protocol or purchased of banked lands. . The location and preservation of suitable mitigation habitat will be determined through consultation with JPA, USFWS, and CDFG. Alternately, in lieu mitigation funding for habitat purchase or restoration may be utilized at a fee rate as established by the Lodi City Council pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. To ensure proper steps were taken, annual reporting and monitoring are required as established in Section 5.9 of the SJMSCP. Mitigation will be in place prior to any construction activities.

*And*

The California Department of Fish and Game may require implementation of a 2081 agreement pursuant to the Fish & Game Code.

<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	ProStyle Sports and JSA
<b>Monitoring Agency:</b>	JSA and California Department of Fish and Game
<b>Timing:</b>	Prior to and during project construction.

#### **4.5-3 Nesting Raptors and Birds**

<b>Description:</b>	Conduct pre-construction surveys for nesting raptors and other birds, including western burrowing owl. If nesting raptors are identified, construction may not disturb nests within a 75 meter
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buffer zone for burrowing owl and twice the size of the nest tree dripline for Swainson's hawk during the nesting season or before young have fledged. Burrows not occupied by burrowing owl may be destroyed to prevent future occupation and risk to the species. Outside the breeding season, burrowing owls may be passively relocated and their burrows blocked to prevent re-entry. In addition to these measures, compensatory measures as listed in Mitigation 4.5-1 shall be implemented to maintain alternative habitat for the species.

<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	ProStyle Sports and JSA
<b>Monitoring Agency:</b>	JSA and California Department of Fish and Game
<b>Timing:</b>	Prior to and during project construction.

#### **4.6-2 Intersection Improvements**

<b>Description:</b>	<b>SR 12/Flag City Boulevard</b>
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Installation of a traffic signal at this intersection would improve operations to LOS C or better under existing plus project conditions. According to the agreement between Flag City and Caltrans, the traffic signal at the SR 12/Flag City Boulevard intersection should be installed by the time the Flag City Development is fully built out or earlier if supported by a traffic signal warrant analysis. Therefore, the following mitigation measure is recommended:

- The project applicant shall fund the installation of a traffic signal at the SR 12/Flag City Boulevard intersection prior to issuance of building permits if a traffic signal is not yet in place. If a traffic signal is already in place (or under construction), the project applicant shall contribute its fair share cost of the signal.

Implementation of this mitigation measure will ensure that a traffic signal is in place at the SR 12/Flag City Boulevard intersection prior to the opening of the project.

#### **SR 12/I-5 Southbound Ramps**

Installation of a traffic signal at this intersection would improve operations to LOS C or better under existing plus project conditions for Scenarios 1 and 2. However, installation of a traffic signal at this location would likely also require signalization of the northbound ramps intersection.

The Flag City Development and Caltrans District 10 have an agreement for the financial responsibility of local improvements to SR 12. Under the agreement, Flag City would contribute \$80,000 to Caltrans for the installation of traffic signals at the freeway ramps and Caltrans would install traffic signals at the two ramps, Thornton Road, and Flag City Boulevard when warranted by traffic conditions.

Improvements such as those described above may require the preparation of a Preliminary Environmental Engineering Report (PEER) or Project Study Report (PSR) to more thoroughly analyze the right-of-way and environmental impacts, cost, operational benefits, and local circulation impacts of these and other improvements. Therefore, consistent with the mitigation agreement for the Flag City Development, the following mitigation measure is recommended:

- The project applicant shall contribute its fair share cost for future improvements at the I-5/SR 12 interchange.

The project applicant's contribution, combined with previous and pending contributions from other development projects in the area, will provide funding to improve operations at the I-5/SR 12 interchange.

#### **Eight Mile Road/I-5 Northbound Ramps**

Installation of a traffic signal at this intersection would improve operations to LOS C or better under existing plus project conditions (assuming a tight-diamond signal timing plan). Due to the close proximity (about 200 feet) of this intersection to the southbound ramps intersection, both intersections would need to be signalized simultaneously. Caltrans typically requires that improvements to the state highway system provide acceptable operations for at least 10 years after construction. Since it is unlikely that acceptable operations could be achieved at the interchange through 2011 with signalization of the ramps and no other improvements, Caltrans will not likely support such improvements. Therefore, the following mitigation measure is recommended:

- The project applicant shall contribute its fair share cost of improving the I-5/Eight Mile Road interchange.

The project applicant's contribution, combined with previous and pending contributions from other development projects in the area, will provide funding to improve the I-5/Eight Mile Road interchange.

#### **Eight Mile Road/Thornton Road**

Installation of a traffic signal at this intersection would improve operations to LOS C under existing plus project conditions. The following mitigation measure is recommended:

- The project applicant shall fund the installation of a traffic signal at the Eight Mile Road/Thornton Road intersection prior to issuance of building permits if a traffic signal is not yet in place. If a traffic signal is already in place (or under construction), the project applicant shall contribute its fair share cost of the signal.

Implementation of this mitigation measure will ensure that a traffic signal is in place at the Eight Mile Road/Thornton Road intersection prior to the opening of the project.

### **Thornton Road/DeBroggi Road**

The project applicant shall realign Thornton Road and reconstruct the Thornton Road/DeBroggi Road intersection as follows:

- Realign the segment of Thornton Road south of DeBroggi Road to be realigned (to the east) to connect with Star Street. Realign the segment of Thornton Road north of DeBroggi Road to “tee” into the realigned Thornton Road-Star Street segment. Install a stop sign on the southbound Thornton Road approach and exclusive turn lanes on the realigned Thornton Road-Star Street segment.

Implementation of this mitigation measure would improve operations to LOS C or better during the weekday p.m. peak hour under existing plus project conditions and cumulative plus project conditions. However, operations would remain at LOS E under existing conditions during the Saturday Special Event. Therefore, the following additional mitigation measure is recommended for this scenario:

- The project applicant shall develop and implement a Traffic Control Plan (TCP) during special events. The TCP shall be reviewed and approved by City of Lodi and San Joaquin County staff prior to implementation. As part of the TCP, a traffic control officer should be situated at the Thornton Road/DeBroggi Road intersection prior to and after special events to control traffic.

### **Thornton Road/DeVries Road**

This intersection would operate acceptably during the weekday p.m. peak hour under existing plus project and cumulative plus project conditions, but unacceptably during a Saturday Special Event. The following mitigation measure is recommended for this impact:

- During the development of the Traffic Control Plan (TCP), the project applicant should work with San Joaquin County staff to determine if deployment of a traffic control officer is necessary at the Thornton Road/DeVries Road intersection. If deemed necessary, a traffic control officer should be situated at this intersection prior to and after special events to control traffic.

<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	ProStyle Sports
<b>Monitoring Agency:</b>	Caltrans
<b>Timing:</b>	During project construction and prior to project operation.

#### **4.6-3 Roadway Improvements**

**Description:** **SR 12/I-5 Northbound Ramps**

Installation of a traffic signal at this intersection would improve operations to LOS B under existing plus project conditions. However, installation of a traffic signal at this location would likely also require signalization of the southbound ramps intersection. Therefore, similar to Mitigation Measure 4.6-2, the following is recommended.

- The project applicant shall contribute its fair share cost for future improvements at the I-5/SR 12 interchange.

The project applicant's contribution, combined with previous and pending contributions from other development projects in the area, will provide funding to improve operations at the I-5/SR 12 interchange.

**Eight Mile Road/I-5 Southbound Ramps**

Installation of a traffic signal at this intersection would improve operations to LOS C or better under existing plus project conditions. Due to the close proximity (about 200 feet) of this intersection to the southbound ramps intersection, both intersections would need to be signalized simultaneously. Therefore, similar to Mitigation Measure 4.6-2, the following is recommended:

- The project applicant shall contribute its fair share cost of improving the I-5/Eight Mile Road interchange.

The project applicant's contribution, combined with previous and pending contributions from other development projects in the area,

will provide funding to improve the I-5/Eight Mile Road interchange.

#### **Eight Mile Road/Davis Road**

The project applicant shall fund the widening of the westbound Eight Mile Road approach to the Eight Mile Road/Davis Road intersection to include an exclusive left-turn lane and a shared through/right-turn lane. Implementation of this mitigation measure would improve operations to LOS D.

#### **SR 12/Ray Road**

Traffic levels at this intersection do not meet the traffic signal warrants under existing plus project or cumulative plus project conditions. Therefore, the following mitigation measure is recommended:

- Prohibit left-turn and through movements from Ray Road onto SR 12 at such time that SR 12 is widened to four lanes through the intersection.

Implementation of this mitigation measure would improve operations to LOS C or better.

#### **SR 12/Davis Road**

Installation of a traffic signal at this intersection would improve operations to LOS B under existing plus project conditions. Since this intersection currently operates unacceptably and meets the Peak Hour Volume Warrant for a traffic signal, the following mitigation measure is recommended:

- The project applicant shall construct a traffic signal at the SR 12/Davis Road intersection prior to issuance of building permits.

<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	ProStyle Sports
<b>Monitoring Agency:</b>	Caltrans
<b>Timing:</b>	During project construction and prior to project operation.

#### **4.6-4 Roadway and Parking Studies and Improvements**

<b>Description:</b>	The project applicant shall perform a parking study to determine, to the satisfaction of the City, if adequate on-site parking is provided and if parking is conveniently located throughout the site.
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The project applicant shall widen Thornton Road to include a third lane for vehicles turning into and out of the project site. In addition, the applicant shall perform an access and circulation study to determine, to the satisfaction of the City, the specific lane configurations and traffic control requirements on Thornton Road along the project's frontage. The study should also analyze vehicular, pedestrian, and bicycle circulation within the project site.

<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	ProStyle Sports
<b>Monitoring Agency:</b>	San Joaquin County
<b>Timing:</b>	During project construction and prior to project operation.

#### **4.6-5 Public Transit Service**

<b>Description:</b>	The project applicant shall work with Lodi Grapeline Service and the San Joaquin Regional Transit District to establish transit service to the site at such time that expected ridership levels would warrant the service and funding is available.
<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	ProStyle Sports
<b>Monitoring Agency:</b>	City of Lodi and San Joaquin Regional Transit District
<b>Timing:</b>	Continuous.

#### **4.6-7 Public Transit Stop**

<b>Description:</b>	The project applicant shall incorporate a transit stop with a bus turnaround area within the project site. The transit stop shall be constructed with the first phase of development if the project is constructed in phases.
<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	ProStyle Sports
<b>Monitoring Agency:</b>	City of Lodi and San Joaquin Regional Transit District
<b>Timing:</b>	During project construction and prior to project operation.

#### 4.6-9 Bicycle and Pedestrian Facilities

<b>Description:</b>	The project applicant shall construct a bicycle/pedestrian path linking the north and south portions of the project site to Thornton Road along the project's frontage. Under the alternate site alternative, a Class II on-street bicycle lane shall be constructed on Yosemite Avenue or the primary frontage road to be determined when the site design is finalized.
<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	ProStyle Sports
<b>Monitoring Agency:</b>	San Joaquin County
<b>Timing:</b>	During project construction and prior to project operation.

#### 4.7-1 PM<sub>10</sub> Dust Prevention and Control Plan

<b>Description:</b>	<p>Development and implementation of a PM<sub>10</sub> dust prevention and control plan in compliance with Regulation VIII that specifies the methods of control that will be utilized, demonstrate the availability of needed equipment and personnel, and identify a responsible individual who can authorize implementation of additional measures, if needed. The plan shall include at a minimum, the following features:</p> <ul style="list-style-type: none"><li>• All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, or vegetative ground cover.</li><li>• All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.</li><li>• All land clearing, grubbing, scraping, excavation, land leveling, grading, cut &amp; fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.</li><li>• If applicable, with the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.</li><li>• When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, or at least six inches of free board space from the top of the container shall be maintained.</li></ul>
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- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
- Limit on the speed of any haul trucks to 15 miles per hour while on the site.
- If applicable, install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.

Several of the above measures are required by the San Joaquin Valley Unified Air Pollution Control District's Regulation VIII.

<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	ProStyle Sports
<b>Monitoring Agency:</b>	City of Lodi Public Works Department
<b>Timing:</b>	Prior to issuance of building permits for the project.

#### **4.7-3 Organic Gas Emissions Prevention Plan**

**Description:** Compliance with San Joaquin Valley Unified Air Pollution Control District and California Air Resources Board rules and regulations for the use of solvents, paints and similar materials during construction. Compliance with present and future rules and regulations designed to protect air quality will effectively mitigate this minor but cumulative contribution to air basin degradation.

Project plans and specifications will require onsite contractors to familiarize themselves with current rules and regulations for materials used on the site.

<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	ProStyle Sports
<b>Monitoring Agency:</b>	City of Lodi Public Works Department
<b>Timing:</b>	Prior to and during project construction.

#### 4.7-5 Odor Control

<b>Description:</b>	Preparation of a comprehensive odor control study for the White Slough WPCF (including practices and timing of application of secondary treated effluent and biosolids on adjacent properties, site planning, use of odor masking agents and/or natural masking by landscape vegetation) to identify odor sources and recommend equipment and/or operational changes and practices to reduce odor exposure. Implementation of recommended improvements and/or practices. Equipment and operational practices are available that can reduce impacts to a level that is less than significant.
<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	City of Lodi Water/Wastewater Superintendent
<b>Monitoring Agency:</b>	City of Lodi Public Works Department
<b>Timing:</b>	Prior to and during project operation.

#### 4.7-6 Cumulative Air Pollutant Control

<b>Description:</b>	San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) has emission credits available for NO <sub>x</sub> , PM <sub>10</sub> and VOC. The approximate costs are NO <sub>x</sub> =\$15,000/ton, PM <sub>10</sub> =\$15,000/ton and VOC=\$8,000/ton. Based on this analysis, only NO <sub>x</sub> and VOC would need to be offset in the amounts of 4 and 2 tons (one to one offset ratio). Therefore 4 tons of NO <sub>x</sub> would be \$75,000 and 2 tons of VOC would be \$24,000 for a total of \$99,000. There are also transaction costs of \$10,000 to verify offset the validity, work out the off-set levels, etc. The total out of pocket dollars for Lodi ProStyle would be on the order of \$109,000.
<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	ProStyle Sports
<b>Monitoring Agency:</b>	City of Lodi, City Attorney
<b>Timing:</b>	Prior to and during project operation.

#### 4.9-3 Visual Quality

<b>Description:</b>	No feasible mitigation measures exist to reduce this impact to a less than significant level. However, the impact can be "softened" through the use of project design features. As required by the Lodi
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and San Joaquin County General Plans, a landscaped buffer shall be provided around the facilities to minimize direct views. The facilities should also be constructed using materials and colors representative of the existing landscape and visual character. Provision of landscaped buffers would reduce this impact, but not to a less than significant level.

**Mitigation Level:** Significant and Unavoidable  
**Lead Agency:** City of Lodi  
**Implementing Agency:** ProStyle Sports  
**Monitoring Agency:** City of Lodi  
**Timing:** During project construction and operation.

#### **4.9-4 Lighting and Glare**

**Description:** Lighting fixtures shall be cast downward or made of materials that minimize glare and disturbance to adjacent land uses. In addition, landscaping shall be installed to diminish light and glare effects on adjacent parcels and passing motorists. Use of downcast lighting fixtures and landscaping would reduce this impact, but not to a less than significant level.

**Mitigation Level:** Significant and Unavoidable  
**Lead Agency:** City of Lodi  
**Implementing Agency:** ProStyle Sports  
**Monitoring Agency:** City of Lodi  
**Timing:** During project construction and operation.

#### **4.10-2 Archaeological Resources**

**Description:** In the event that buried cultural resources are discovered during the course of project activities, construction operations shall immediately stop in the vicinity of the find and the City shall consult with the appropriate local, state, or federal entities and a qualified archaeologist to determine whether the resource requires further study. Cultural resources could consist of, but not be limited to, artifacts of stone, bone, wood, shell, or other materials, or features, including hearths, structural remains, or dumps.

**Mitigation Level:** Less than Significant  
**Lead Agency:** City of Lodi  
**Implementing Agency:** ProStyle Sports

**Monitoring Agency:** City of Lodi  
**Timing:** During project construction.

#### **4.10-4 Undiscovered Human Remains**

**Description:** If human burials are encountered, all work in the area will stop immediately and the San Joaquin County coroner's office shall be notified. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98).

**Mitigation Level:** Less than Significant  
**Lead Agency:** City of Lodi  
**Implementing Agency:** ProStyle Sports  
**Monitoring Agency:** City of Lodi  
**Timing:** During project construction.

#### **4.11-1 Demand for Public Services and Utilities**

**Description:** **Water Supply**

Prior to completion of project facilities, the applicant shall provide proof of adequate water supply. The water supply will come from onsite wells. Prior to the design of any on-site facilities, a test well should be drilled to determine the characteristics of the aquifer in order to identify appropriate location and use. Well testing will consist of testing water within various zones of the aquifer. The zones with the best water quality should be selected, and will most likely occur along the southeastern limits of the project site to avoid areas of Delta influence. If the water does not meet acceptable manganese maximum contamination levels, pressure filters will be installed to reduce concentrations to an acceptable level. In addition, the water system will include chlorination as a safety precaution due to the use of recycled water for irrigation on the project site. This impact would then be considered less than significant.

##### **Emergency Response**

The property may be taken out of the fire districts allowing the City to assume the responsibility for fire service. Then the development fees and tax revenue generated by the sports complex collected by

the City would fund the Lodi Fire Department, enabling them to hire additional personnel and obtain additional equipment to adequately serve the site and maintain service levels through the fire/police substation. Construction of the new substation has estimated costs between \$2,000,000 and \$2,500,000. The new fire engine to be housed at the substation is estimated at \$350,000. In addition to these initial costs, the salaries for the 12 firefighters and officers at the substation is estimated at \$672,180 annually. Development fees will provide funding for the substation and fire engine, while annual tax revenues would provide funding for the firefighter and officer's salaries. The new substation would allow the City to provide adequate response times to the site at a lower cost than the Woodbridge/Delta Fire Protection District.

### **Police Protection**

To provide adequate police protection to the proposed project, the Lodi Police Department will need to increase personnel and equipment. An additional 4 officers and one fully equipped staff car will be required as well as the establishment of a new beat which will patrol the project area, totaling \$330,000 in funding (personal communication, Larry Hansen, Lodi Police Department, January 2000, and Ron Tobek, Lodi Police Department, June, 2001). The City may wish to secure monies from the general fund, bonds, a specific financing plan, or an assessment district, or through tax revenues generated by the complex for these improvements and reduce the impact to less than significant. Without the procurement of staff, equipment and facilities the projects impacts on police services will be considered significant and unavoidable.

<b>Mitigation Level:</b>	Less than Significant
<b>Lead Agency:</b>	City of Lodi
<b>Implementing Agency:</b>	City of Lodi and ProStyle Sports
<b>Monitoring Agency:</b>	City of Lodi
<b>Timing:</b>	Prior to and during construction and operation.

## **SUMMARY OF MITIGATION MEASURES BY ALTERNATIVE**

The following table provides a summary of the mitigation measures to be implemented for each alternative.

**Table 2-1**

**Summary of Mitigation Measures by Alternative**

<b>Mitigation Measure</b>	<b>Project</b>	<b>No Project</b>	<b>Alternate Site</b>	<b>Sports Use Only</b>
4.1-1 Agricultural Land	X			X
4.1-2 Zoning and General Plan Compliance	X		X	
4.1-3 Land Use Compatibility	X		X	X
4.2-3 Liquefaction	X		X	X
4.2-4 Ground Shaking	X		X	X
4.2-6 Expansive Soils	X			X
4.3-1 Reclaimed Water and Biosolid Disposal	X			X
4.4-1 Water Reclamation and Reuse for Fire Protection	X		X	X
4.4-2 Hazardous Materials and Hazardous Waste	X		X	X
4.4-4 Vector Control	X		X	X
4.4-5 Airport Safety	X			X
4.5-1 Loss of Individuals and Habitat of Endangered, Threatened, and Rare Species	X		X	X
4.5-3 Nesting Raptors and Birds	X		X	X
4.6-2 Intersection Improvements	X			X
4.6-3a Roadway Improvements	X			X
4.6-3b SR 12/Davis Road Improvements	X			X
4.6-4 Roadway and Parking Studies and Improvements	X			X
4.6-5 Public Transit Service	X			X
4.6-7 Public Transit Stop	X			X
4.6-9 Bicycle and Pedestrian Facilities	X		X	X
4.7-1 PM <sub>10</sub> Dust Prevention and Control Plan	X		X	X
4.7-3 Organic Gas Emissions Prevention Plan	X		X	X
4.7-5 Odor Control	X			X
4.7-6 Cumulative Air Pollutant Control	X		X	X
4.9-3 Visual Quality	X		X	X
4.9-4 Lighting and Glare	X		X	X
4.10-2 Archaeological Resources	X		X	X
4.10-4 Undiscovered Human Remains	X		X	X
4.11-1 Demand for Public Services and Utilities	X		X	X